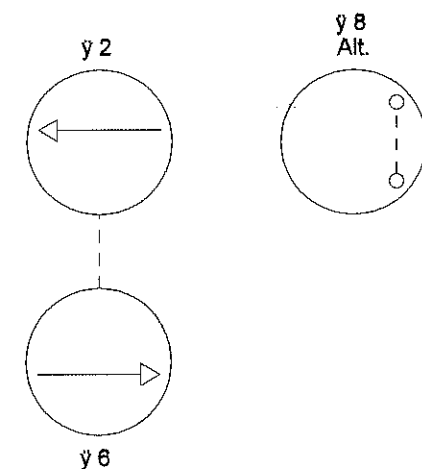


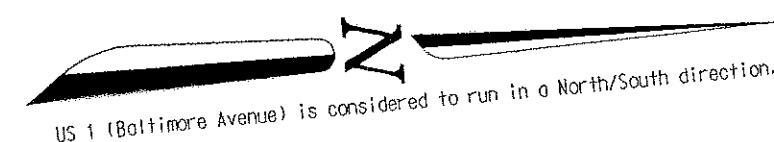
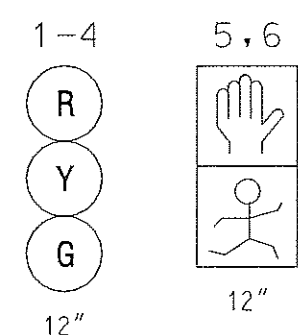
EXISTING NEMA PHASING Gallatin St.



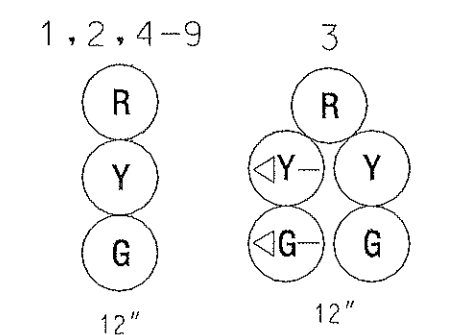
PROPOSED SIGNS



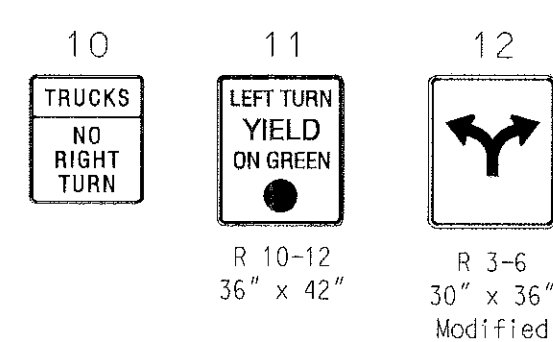
PROPOSED SIGNALS



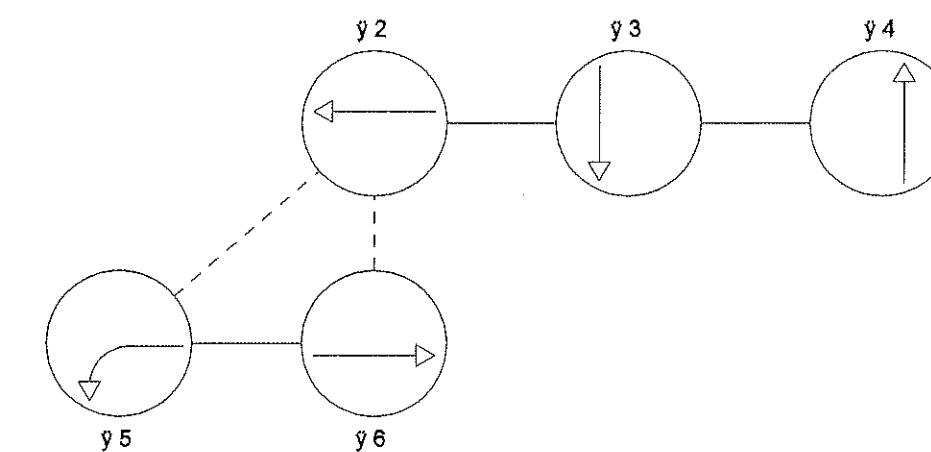
EXISTING SIGNALS



EXISTING SIGNS



EXISTING NEMA PHASING Alternate US1 & Hamilton St.



Gallatin Street

TS # 579

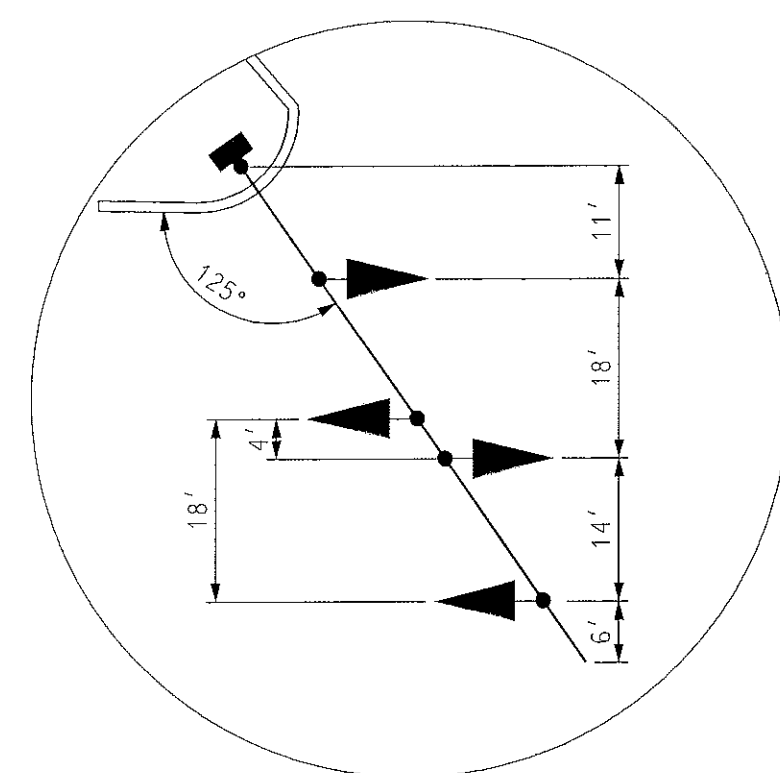
Hamilton Street

TS # 1127

US 1

US 1

Alternate US 1



Signal Detail
Gallatin Street
Scale: 1" = 20'

CONSTRUCTION DETAILS

- Install 21 ft. steel mast arm pole [cut from a 27 ft. pole] with 60 ft. mast arm, vehicle signal heads, pole mounted NEMA 5 cabinet/controller, and all necessary equipment for an overhead electrical (MD-SHA Type B-14) service. (Note: two 3 in. PVC conduit bends).
- Install 10 ft. steel pedestal pole on break away base with pedestrian signal head, pedestrian pushbutton, and pedestrian pushbutton sign. (Note: one 2 in. PVC conduit bend).
- Install handhole.
- Install 1 in. liquid tight flexible conduit for loop detector lead-in.
- Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched. Remove/replace existing sidewalk as necessary.
- Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
- Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - slotted in roadway.
- Install 6 ft. x 22 ft. quadrupole type vehicle loop detector (3-6-3 turns).
- Use existing handhole and splice new loop wire to existing aluminum shielded cable.
- Use existing handhole.
- Use existing conduit.
- Use existing controller and cabinet.
- Remove existing steel pole and all attached equipment.
- Remove existing span wire and all attached equipment.
- Remove existing Interconnect cable.
- Proposed overhead electrical service by PEPCO.

NOTES

- Geometrics shall be confirmed prior to the installation of signal equipment. All signal equipment to be installed at final grade.
- Loop detectors and conduits shall be installed prior to the installation of pavement markings.
- Pavement markings detailed are proposed and are to be installed by the Contractor in accordance with MD-SHA standards. All other pavement markings are to be considered as existing.
- Revision 'D' is a revision to the traffic signal built in May, 1972 under S.H.A. Contract No.: P-323-005-385.
- All underground and overhead utilities shown on these plans are schematic and are not to be considered complete. The Contractor shall be responsible for notifying all utility companies prior to construction so that all utilities may be located in the field. If the Contractor perceives that a conflict between the utilities and the traffic signal equipment will occur, the Contractor shall notify the appropriate Project Engineer immediately.

GEOMETRIC LEGEND

EXISTING GEOMETRICS
PROPOSED GEOMETRICS

UTILITY LEGEND

GAS MAIN
WATER MAIN
SEWER MAIN
ELECTRIC CABLES
STORM DRAIN
AERIAL CABLES
TELEPHONE CABLES



| Revision "D" | REVISIONS | APPROVALS |
|--------------|-----------|--|
| | | TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION |
| | | ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION |
| | | CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION |
| | | DIRECTOR, TRAFFIC & SAFETY |

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
(Traffic Signal Plan)
US 1 at Gallatin Street and Hamilton Street

DRAWN BY: J. Mark
CHECKED BY: W. Fitch
SCALE: 1" = 20'
DATE: May 10, 1972

F.A.P. NO. U 902-1(23)
S.H.A. NO. 16424454/16434454
COUNTY: Prince George's
LOG MILE: 16000101.77, 16000101.88

TS # 579
TS # 1127
T.I.M.S. NO. D-969

SHEET NO. 2 OF 4